

the left control(s) operates the left engine(s) and the right control(s) operates the right engine(s).

(2) On twin-engine airplanes with front and rear engine locations (tandem), the left powerplant controls must operate the front engine and the right powerplant controls must operate the rear engine.

(f) Wing flap and auxiliary lift device controls must be located—

(1) Centrally, or to the right of the pedestal or powerplant throttle control centerline; and

(2) Far enough away from the landing gear control to avoid confusion.

(g) The landing gear control must be located to the left of the throttle centerline or pedestal centerline.

(h) Each fuel feed selector control must comply with § 23.995 and be located and arranged so that the pilot can see and reach it without moving any seat or primary flight control when his seat is at any position in which it can be placed.

(1) For a mechanical fuel selector:

(i) The indication of the selected fuel valve position must be by means of a pointer and must provide positive identification and feel (detent, etc.) of the selected position.

(ii) The position indicator pointer must be located at the part of the handle that is the maximum dimension of the handle measured from the center of rotation.

(2) For electrical or electronic fuel selector:

(i) Digital controls or electrical switches must be properly labelled.

(ii) Means must be provided to indicate to the flight crew the tank or function selected. Selector switch position is not acceptable as a means of indication. The “off” or “closed” position must be indicated in red.

(3) If the fuel valve selector handle or electrical or digital selection is also a fuel shut-off selector, the off position marking must be colored red. If a separate emergency shut-off means is provided, it also must be colored red.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13092, Aug. 13, 1969; Amdt. 23-33, 51 FR 26656, July 24, 1986; Amdt. 23-51, 61 FR 5136, Feb. 9, 1996]

EFFECTIVE DATE NOTE: By Amdt. 23-62, 76 FR 75757, Dec. 2, 2011, § 23.777 was amended by

revising paragraph (d), effective Jan. 31, 2012. For the convenience of the user, the revised text is set forth as follows:

§ 23.777 Cockpit controls.

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(d) When separate and distinct control levers are co-located (such as located together on the pedestal), the control location order from left to right must be power (thrust) lever, propeller (rpm control), and mixture control (condition lever and fuel cut-off for turbine-powered airplanes). Power (thrust) levers must be easily distinguishable from other controls, and provide for accurate, consistent operation. Carburetor heat or alternate air control must be to the left of the throttle or at least eight inches from the mixture control when located other than on a pedestal. Carburetor heat or alternate air control, when located on a pedestal, must be aft or below the power (thrust) lever. Supercharger controls must be located below or aft of the propeller controls. Airplanes with tandem seating or single-place airplanes may utilize control locations on the left side of the cabin compartment; however, location order from left to right must be power (thrust) lever, propeller (rpm control), and mixture control.

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§ 23.779 Motion and effect of cockpit controls.

Cockpit controls must be designed so that they operate in accordance with the following movement and actuation:

(a) Aerodynamic controls:

Motion and effect

(1) *Primary controls:*

| | |
|----------------|--|
| Aileron | Right (clockwise) for right wing down. |
| Elevator | Rearward for nose up. |
| Rudder | Right pedal forward for nose right. |

(2) *Secondary controls:*

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| Flaps (or auxiliary lift devices). | Forward or up for flaps up or auxiliary device stowed; rearward or down for flaps down or auxiliary device deployed. |
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§ 23.781

14 CFR Ch. I (1–1–12 Edition)

Motion and effect

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| Trim tabs (or equivalent). | Switch motion or mechanical rotation of control to produce similar rotation of the airplane about an axis parallel to the axis control. Axis of roll trim control may be displaced to accommodate comfortable actuation by the pilot. For single-engine airplanes, direction of pilot's hand movement must be in the same sense as airplane response for rudder trim if only a portion of a rotational element is accessible. |
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(b) Powerplant and auxiliary controls:

Motion and effect

(1) *Powerplant controls:*

| | |
|-----------------------------|--|
| Power (thrust) lever. | Forward to increase forward thrust and rearward to increase rearward thrust. |
| Propellers .. | Forward to increase rpm. |
| Mixture | Forward or upward for rich. |

Motion and effect

| | |
|--|---|
| Fuel | Forward for open. |
| Carburetor, air heat or alternate air. | Forward or upward for cold. |
| Supercharger. | Forward or upward for low blower. |
| Turbosuperchargers. | Forward, upward, or clockwise to increase pressure. |
| Rotary controls. | Clockwise from off to full on. |
| (2) <i>Auxiliary controls:</i> | |
| Fuel tank selector. | Right for right tanks, left for left tanks. |
| Landing gear. | Down to extend. |
| Speed brakes. | Aft to extend. |

[Amdt. 23–33, 51 FR 26656, July 24, 1986, as amended by Amdt. 23–51, 61 FR 5136, Feb. 9, 1996]

§ 23.781 Cockpit control knob shape.

(a) Flap and landing gear control knobs must conform to the general shapes (but not necessarily the exact sizes or specific proportions) in the following figure: